4 March 2020 – CPRM Transport WG

Maritime dimension of the TEN-T Regulation
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I. The Motorways of the Sea concept

II. Main strengths & weaknesses

III. The future of MoS

IV. Shaping the maritime dimension of TEN-T
I. The Motorways of the Sea concept

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2001 Transport White paper

• MoS Concept Introduced by the European Commission
• Idea to develop a « real competitive alternative to land transport »
• Need to be part of TEN-T and funds to be available
I. The Motorways of the Sea concept

TEN-T guidelines before 2013

- 3 Main objectives
  - Freight flow concentration on sea-based routes
  - Increase cohesion
  - Reduce road congestion through modal shift
- Geographical approach
  - 4 corridors designated: Baltic Sea; Sea of western Europe; Sea of south west Europe and Sea of south east Europe
  - 5 task forces created in 2006: Baltic Sea, North Sea, Atlantic, Eastern Med & Western Med
I. The Motorways of the Sea concept

2013 TEN-T guidelines (Reg 1315/2013)

• Defines MoS as the maritime dimension of the TEN-T + Article on Ports

• Shall include
  • Maritime links between comprehensive ports, projects of common interest neet to involve at least 1 core port
  • Port facilities, freight terminals, logistics platforms and freight villages
  • Infrastructures for direct land and sea access
II. Main strengths and weaknesses

**Strengths**
- Contributes to acknowledge the importance of maritime transport
- Well identified funding opportunity
- Work of the MoS coordinator with the Maritime Community

**Weaknesses**
- New challenges (e.g., climate change, Green Deal, Brexit)
- Lack of policy objective in TEN-T
- Regional Dimension and contribution to cohesion got lost
- Massive need for funding
- Relative confusion on what is MoS

Comments from participants
III. The future of MoS

Messages from CPMR 2019 PP in Palermo

- Contribute to decongesting terrestrial roads, including with ecobonus like tools
- Enhance territorial accessibility of Maritime Regions, better integration of ports
- Reach climate neutral maritime transport by 2050
- Broaden the scope of MoS

Comments from participants
IV. Shaping the maritime dimension of TEN-T

- Keeping a maritime pillar in the reviewed Regulation
- Going beyond a list of eligibility criteria
- Associating strong policy objective to the maritime pillar of TEN-T
- Clarify what MoS is
- Better integrate maritime transport/MoS with CNCs and the whole network

Comments from participants